

MEMORANDUM

To: Russ Willardson, P.E.
From: Erik Brondum, P.E.
CC:
Date: October 27, 2008
Re: Diamond Summit NTMP pilot project preliminary results

We have completed the evaluation of traffic calming measures in the Diamond Summit sub-division as part of the Neighborhood Traffic Management Program (NTMP) pilot project. We implemented two traffic calming measures; driver feedback signs (non-intrusive) and temporary speed humps (intrusive). The data collected before and after implementation shows that the measures are effective in reducing the 85th percentile speed.

Location	Before		Signs		Speed Humps	
	Volume (vpd)	85 th %ile (mph)	Volume (vpd)	85 th %ile (mph)	Volume (vpd)	85 th %ile (mph)
Wakefield Wy 6435 S	2,807	33	2,992	30	2,658	27
Wakefield Wy 6282 S*	3,738	33	3,908	30	3,573	30
High Bluff Dr 6335 S	1,649	35	1,604	31	n/a	n/a
High Bluff Dr 6597 S	1,537	32	1,690	30	1,547	30
Laurel Canyon Dr 6335 S	n/a	n/a	2,662	30	2,314	28

* outside area of influence of speed humps

Speed humps were installed on Wakefield Way and Laurel Canyon Drive. High Bluff Drive and the north end of Wakefield Way did not have speed humps and the speed data did not change.

There was an overall drop in traffic volume as well. Because the volume dropped on High Bluff as well as the other streets, it cannot be determined if the speed humps were an influence on traffic volume as well as speed. However, studies in other parts of the country have concluded that speed humps do influence traffic volume.

For the next step in the process I will work with Owen Jackson to come up with ballot to be sent to residents of the Diamond Summit sub-division. They will be able to vote on permanent installation. If approved by a significant majority we will move forward with final layout and design for the entire neighborhood.